NATIONAL RAILROAD PASSENGER CORPORATION
NORTHEAST CORRIDOR
NEW YORK - WASHINGTON
SUPPLEMENTAL BULLETIN ORDER No. NYW1-23-b (All Lines)
Effective 12:01 AM, Saturday, December 13, 2025

New York - Washington Bulletin Order(s) in effect: NYW1-23SUM, -23-a, -23-b

When a change is made via Bulletin/General Order (New, Modified, or Deleted):

- The italicized font explains what the changes are *(New, Modified, or Deleted)*
- The yellow highlights indicate where the changes are
- Once the changes are effective, the yellow highlights are removed when added to the summary bulletin order.

If you have any questions or suggestions, contact Operating Practices at operatingpractices@amtrak.com.

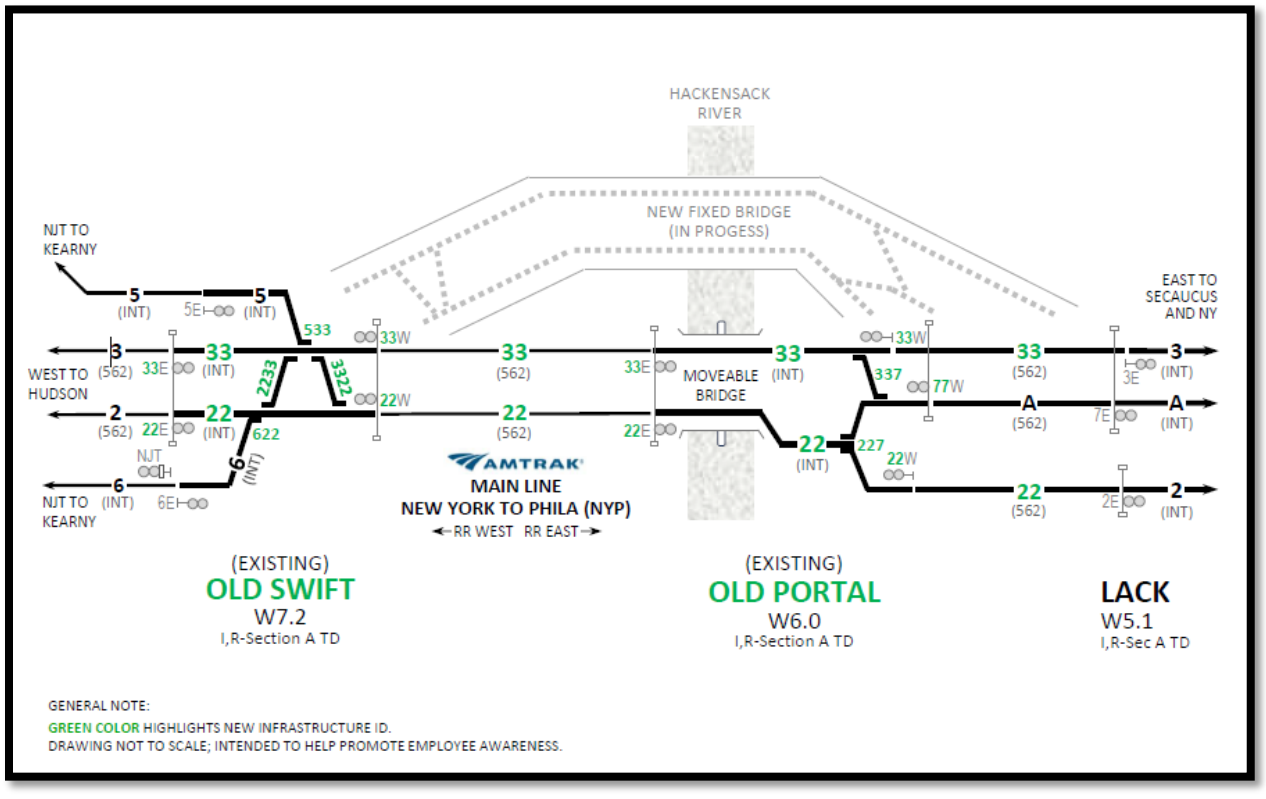
I. Main Line: New York to Philadelphia (NYP)

A. NYP Line Station Page 12/13/25

The NYP Station Page has been modified. Swift and Portal have been renamed to "Old Swift" and "Old Portal".

STATIONS		MP	INT	PS	NOTES
ERIE	**R**-Section A TD	4.7	X	...	15
SECAUCUS		5.0	...	X	...
LACK	**R**-Section A TD	5.1	X	...	15
OLD PORTAL	**R**-Section A TD (Moveable Bridge)	6.0	X	...	15
OLD SWIFT	**R**-Section A TD	7.2	X	...	15
HUDSON	**R**-Section B TD (Hudson Line NJT; Running Trks 5-7-8)	8.3A 7.2B	X	...	5,15,17

(Track Diagram is for reference use only & subject to change)



B. PC: Between Lack and Hudson Interlocking 12/13/25

In conjunction with the installation of the Portal North Bridge, the following PC Changes are in effect:

1. Track Designation Changes

- No. 2 Track between Lack and the western limits of Old Swift is now designated as the No. 22 Track.
- No. 3 Track between Lack and the western limits of Old Swift is now designated as the No. 33 Track.

2. Old Portal Signal Designation Changes

- No. 2E Signal governing eastbound movements on No. 22 Track at Old Portal is now designated as the No. 22E Signal.
- No. 3E Signal governing eastbound movements on No. 33 Track at Old Portal is now designated as the No. 33E Signal.
- No. 3W Signal governing westbound movements on No. 33 Track at Old Portal is now designated as the No. 33W Signal.
- No. 2W Signal governing westbound movements on No. 22 Track at Old Portal is now designated as the No. 22W Signal.

3. Old Portal Switch Designation Changes

- No. 27 Switch at Old Portal is now designated as the No. 227 Switch.
- No. 37 Switch at Old Portal is now designated as the No. 337 Switch.

4. Old Swift Signal Designation Changes

- No. 2E signal governing eastbound movements on No. 22 Track at Old Swift is now designated as the No. 22E.
- No. 3E signal governing eastbound movements on No. 33 Track at Old Swift is now designated as the No. 33E.
- No. 2W signal governing westbound movements on No. 22 Track at Old Swift is now designated as the No. 22W.
- No. 3W signal governing eastbound movements on No. 33 Track at Old Swift is now designated as the No. 33W.

5. Old Swift Switch Designation Changes

- No. 23 Switch at Old Swift is now designated as the No. 2233 Switch.
- No. 32 Switch at Old Swift is now designated as the No. 3322 Switch.
- No. 53 Switch at Old Swift is now designated as the No. 533 Switch.
- No. 62 Switch at Old Swift is now designated as the No. 622 Switch.

C. 240-N1. Signal Rules and Current of Traffic 12/13/25

240-N1 has been modified.

Bergen & Hudson is modified to Bergen and Lack.

Lack & Old Swift: No. 22 & 33 tracks have been added.

Note 8 is modified to include cab signal failure.

Old Swift & Hudson is new.

Locations	Tracks from North to South				
	4	3	2	1	Notes
Bergen & Lack	...	562/Int	562/Int	...	7,8
Lack & Old Swift: No. 22 & No. 33 Tracks	562/Int				7,8
Old Swift & Hudson	...	562/Int	562/Int	...	7,8
Note 8: Trains experiencing cab signal failure while making reverse movements must be made in accordance with 562 rules.					

D. 37-N1. Passenger Trains and Freight Trains Maximum Speeds and Speed Restrictions, Unless Otherwise Restricted 12/13/25

37-N1 has been modified.

Lack and Old Swift: No. 22 & 33 Trks are added

Lack & Portal: No. A Trk is modified to Lack & Old Portal: No. A Trk.

Train Types C and D speeds between Bergen & NY MP 7.7 are consolidated with Train Types A and B speeds for improved clarity.

Freight Type E speeds are modified to include Lack & Old Swift: Nos. 22 and 33 Trks.

1. Passenger Trains Maximum Speeds and Speed Restrictions, Unless Otherwise Restricted

PASSENGER TRAIN TYPE "A", "B", "C" & "D" SPEEDS																
Between /At	**Train Type "A"**				**Train Type "B"**				**Train Type "C"**				**Train Type "D"**			
	Track Nos.				**Track Nos.**				**Track Nos.**				**Track Nos.**			
	4	**3**	**2**	**1**	**4**	**3**	**2**	**1**	**4**	**3**	**2**	**1**	**4**	**3**	**2**	**1**
Bergen & NY MP 7.7	...	90	90	...	...	90	90	...	...	90	90	...	...	75	75	...
Allied & Erie: No. A Trk	75															
Erie & Lack: No. A Trk	45															
Erie & Lack: No. B Trk	60															
Lack & Old Portal: No. A Trk	70				70				70				60			
Lack & Old Swift: Nos. 22 and 33 Trks	90				90				90				75			
Portal Movable Br (MP 6.1): Nos. 22 and 33 Trks	**60**															
NY MP 7.7 & Hudson Int	...	60	60	...	...	60	60	...	...	60	60	...	...	45	45	...

2. Freight Trains Maximum Speeds and Speed Restrictions, Unless Otherwise Restricted

FREIGHT TRAIN TYPE "E" SPEEDS				
Between/At	**Train Type "E"**			
	Track Nos.			
	No. 4	**No. 3**	**No. 2**	**No. 1**
West Portal North River Tunnels & Eastern limits Hudson Int	...	20	20	...
Allied & Old Portal: Nos. A & B Trks	20			
Lack & Old Swift: Nos. 22 and 33 Trks	20			

E. 277-N3. Non-Conforming Aspect: Old Portal to Old Swift 12/13/25

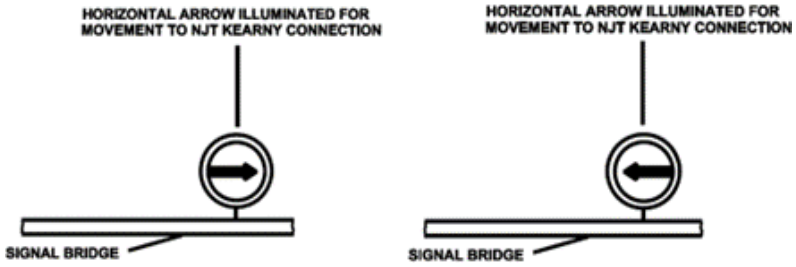
277-N3 is renamed. Non-conforming Aspect: Old Portal to Old Swift.

No. 2 & 3 Trks are modified to No. 22 & 33 Trks.

White directional indicator arrows in service for westward movements on No. 22 and No. 33 tracks at MP 6.3 and home signals at Swift.

- When route at Old Swift is lined for diverging movement to NJT Kearny Connection from No. 22 track to No. 6 track or from No. 33 track to No. 5 track, directional indicator arrows will display at both Old Swift and MP 6.3.
- When route at Old Swift is lined for diverging movement to NJT Kearny Connection from No. 22 track to No. 5 track or from No. 33 track to No. 6 track, directional indicator arrow will display at Old Swift, but will not display at MP 6.3.

Trains receiving route indication not proper for train's destination must stop east of Old Swift Interlocking and contact the Section A Dispatcher for instructions.



II. Main Line: Philadelphia to Harrisburg (PH)

A. 34-P6. Passenger Exterior Side Door Safety Rules for Keystone Trains 12/15/25

34-P6 is new. When equipment has locomotives on both ends, Conductors and Trainmen must contact CETC section 6 or C & have mechanical meet the train in Philadelphia.

1. Responsibilities of the Conductor and Trainmen

To assist Mechanical in their responsibilities listed in 34-S8, when operating a Keystone Train with Locomotives on both ends of their equipment to Philadelphia, the Conductor must notify CETC Section 6, or CETC Section C, to have Mechanical meet the train in Philadelphia to change the Blue Communication Cables.

III. System Instruction

A. 34-S8. Passenger Exterior Side Door Safety Rules 12/15/25

34-S8 is retitled and replaced in its entirety.

1. General

This instruction prescribes exterior side door safety procedures for locomotives with Master Door Bypass Switches and passenger cars with Local Door Isolation Switches used in passenger service. When working as intended, these devices complete a Door Circuit to ensure passenger trains do not operate with open exterior side doors. When equipped, they must be sealed in the Normal/non-bypass position, except as indicated below.

2. Responsibilities of the Conductor and Trainmen

a) When taking control of a passenger train, the Conductor and Trainmen must either:

(1) Test that the Door Summary Circuit is properly functioning as specified by the Service Standards Manual in Chapter 12 Part G.

Or

(2) When relieved en route, hold a briefing with the outgoing crew, ensuring that the Door Summary Circuit is functioning correctly.

Or

(3) If the Door Summary Circuit is not functioning correctly, the incoming crew must attempt to test the Door Summary Circuit again before proceeding. If the Door Summary Circuit fails to function properly, notify CNOC Mechanical and document the condition on the eMAP21A.

b) If notified by the Engineer that the Locomotive/Cab Car Door Summary Circuit indicates a door is open, the Conductor must:

(1) Verify that all exterior side doors are closed.

(a) If all doors are closed and indicating as such, the Conductor may authorize the Engineer to place the in-cab Door Bypass Switch in the bypass position.

(b) If a door is open or indicates as such, it must be closed, secured, and locked out locally if equipped.

(c) In either case, the Conductor must:

i. Notify CNOC Mechanical Desk, and other crewmembers.

ii. Place a door out-of-service decal (NRPC 3128) on any door that is not operating as intended.

iii. Document the condition on the eMAP21A.

Note: Cars may continue in revenue service as long as at least one door on each side of the car can be operated by passengers in an emergency; otherwise, the passengers must be removed from that car.

c) After stopping at a station, the Conductor may authorize the Engineer to use the in-cab Door Bypass Switch to re-spot the train and document the occurrence(s) on eMAP21A.

- Prior to departure, the Conductor must confirm with the Engineer that the Locomotive Door Bypass Switch is returned to the Normal/non-bypass position.

3. Responsibilities of Locomotive Engineers

a) When taking control of a passenger train, the Engineer must either:

(1) Verify the locomotive in-cab Door Bypass Switch is position and sealed in the non-bypass position, when equipped.

Or

(2) When relieved en route, hold a briefing with outgoing engineer ensuring that the Door Summary Circuit is functioning correctly.

Or

(3) If the in-cab Door Bypass Switch is found in the non-bypass position, the incoming engineer must attempt to place the switch in the normal position. If the Door Summary Circuit is not functioning correctly, document the condition on the MAP100, and remind the conductor to notify CNOC Mechanical and document the condition on the eMAP21A.

b) If the in-cab Door Circuit indicates that a door is open during movement, the Engineer must:

(1) Bring the train to a safe stop and notify the Conductor.

(2) Remain stopped until the Conductor announces it is safe to proceed.

(a) If the in-cab Door Bypass Switch needs to be placed in the bypass position due to an en-route failure, document the condition on the MAP 100, and remind the conductor to notify CNOC Mechanical and document the condition on the eMAP21A.

c) After stopping at a station, the Conductor may authorize the Engineer to use the in-cab Door Bypass Switch to re-spot the train. Prior to departure, the Engineer must document the reason for using the bypass on the MAP100, and return the in-cab Door Bypass Switch to the normal/non-bypass position.

4. Responsibilities of Mechanical Personnel

a) When performing a Class 1 brake test and/or Calendar Day Inspection, Mechanical Personnel must:

(1) Ensure locomotives with in-cab Door Bypass Switches and Passenger Cars with Local Door Isolation Switches are inactive (non-bypass) and sealed if they are so equipped.

(2) Test that the door summary circuit on the train is properly functioning as prescribed by Mechanical Bulletin MB-CNV-24-37 and Technical Bulletin TAG-MEC-08-15605.

b) When notified of trains operating with Locomotives on both ends, Mechanical must meet the train where it turns to operate in the opposite direction and set up the Blue Communication Cables correctly, so the Door Summary Circuit will work as intended.

c) If a Door Summary Circuit is found to be malfunctioning and cannot be repaired by its next Calendar Day Inspection, the car(s) or locomotive(s) must be removed from service until it functions correctly.

d) If a passenger car exterior door is found malfunctioning and cannot be repaired until its next repair point or Calendar Day Inspection (whichever occurs first), the car may continue in service provided mechanical personnel:

(1) (A QMP) determines that moving the equipment in passenger service is safe.

(2) Determines that the door was functioning correctly on the last calendar day inspection.

(3) Appropriately place a door out-of-service decal (NRPC 3128) to indicate that the door is not operating as intended.

(4) Place the Local Door Isolation Switch in bypass, if equipped.

(5) Ensure the Door Circuit is working for the consist and the locomotive bypass is in the non-bypass position.

(6) Ensure that at least one door on each side is operable by passengers in an emergency; otherwise, the car may not be used for revenue service.

(7) Document the defect in WMS and on the NRPC 1173/10c.

B. 592-S1. Trains Equipped With I-ETMS Apparatus 12/15/25

SI 592-S1 is modified. NS Trains H36 & H37 are renamed 38V & 39V.

NS Trains	
Train No.	**Clearance No.**
38V	90563324
39V	90623313

Confirmation Code: 12132025